

### Club Meetings

Board Of Trustees: -  
7:00 PM 5/4/17  
Club House

General Meeting:  
9:00 AM 5/20 /17  
N12 CAP Building



Editorial Staff: Charles Burke,  
Dave Pathe, Karen Barbagelata

### 3rd Class Medical Reform by Charles Burke

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As of May 1, 2017, the 3rd Class Medical reform kicks in and will reflect a major change in the medical examination process. The new system is called BasicMed and involves shifting the examination to any licensed medical provider. The second aspect of the BasicMed is that you must take and pass a FAA approved test that is available through AOPA. However, the original system FAA medical will also still be available to those who find it advantageous.

Here are some important details that were found on the AOPA web site which is very helpful for grasping the scope of the changes:

Under the reforms, pilots who have held a valid medical certificate any time in the decade prior to July 15, 2016, may not need to take another FAA medical exam. The 10-year period applies to both regular and special issuance medicals.

Pilots whose most recent medical certificate was revoked, suspended, withdrawn, or denied will need to obtain a new medical certificate before they can operate under the reforms.

After meeting the initial requirements to fly under the reforms, pilots will need to visit a state-licensed physician — not an Aviation Medical Examiner — at least once every four years and provide an FAA-developed checklist of issues to be discussed during the visit.

Both you and your physician will need to sign the checklist saying that you discussed the items on it. You will then need to make a note of the visit and include the checklist in your logbook.

You do not need to report the outcome of the visit or file any paperwork with the FAA unless you are specifically requested to do so.

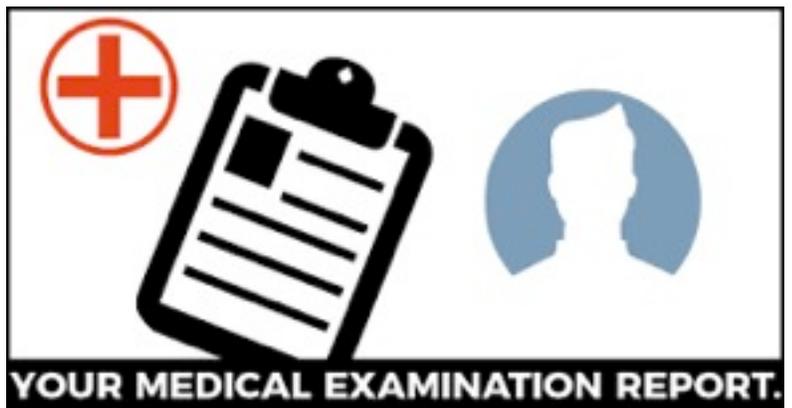
You also must take a free online course on aeromedical factors every two years, which will be offered through the Aircraft Owners and Pilots Association's Air Safety Institute.

Pilots who have never held an FAA medical certificate will need to go through the medical certification process once. Even pilots who have a medical condition that requires a special issuance medical certificate will only have to go through the process once in most cases.

Pilots flying under the new rules will be allowed to operate aircraft that weigh up to 6,000 pounds, carry up to five passengers, plus the pilot in command, fly at altitudes below 18,000 feet, and at speeds of up to 250 knots. Pilots, if appropriately rated, can fly VFR or IFR in qualified aircraft.

The new rules include twin-engine aircraft, as long as the plane meets the definition of a covered aircraft. Want to fly a plane that carries more than five passengers or weighs more than 6,000 pounds? You'll need to keep going through the third class medical process. That means visiting an AME for your medical exam and renewing your medical certificate as needed.

**For a more complete overview, you can access the information at [www.aopa.org/FitToFly](http://www.aopa.org/FitToFly) You do not have to be a member of AOPA to access this data.**



**YOUR MEDICAL EXAMINATION REPORT.**

**\$100 Hamburger** by Darren Mattos

It was a weekday evening with great weather and I was in the mood for a good burger. So I called fellow MAFC member Steven Fox, filed & briefed at [www.1800wxbrief.com](http://www.1800wxbrief.com) and off we went in N61WT. Girish, see what you miss when you go away on vacation. :-)

Lincoln Park's (N07) Sunset Pub & Grill (<http://www.sunsetpubandgrill.com/>) has late hours which works well for a mid week meal after a day at work. ATC was more than accommodating with clearance through Class Bravo both ways. Lifting off from Lakewood (N12) I initiated VFR Flight following with McGuire approach and was handed off

to New York, Newark Tower, La Guardia Tower, Northbound up the Hudson @ 1,500MSL. This route is very scenic and gives you a nice workout with the radios. Coming home Southbound we transitioned through Essex Co. (CWD) Class D before receiving clearance into Class Bravo on the way home direct @ 5,500MSL.

My bacon cheese burger, fries and root beer were delicious. They have nice indoor seating but the best seats are outside facing the taxiway and runway. This way you enjoy food, fellowship, and the view of the airplanes knowing that you will be aloft soon flying home over traffic, not driving in it. You can view the menu and prices [online](#).



It was an awesome flight with great company. This is what being part of a club is all about. Spending time with others that share the same enthusiasm about flying while enjoying a good meal. I'm looking forward to flying with others in the club; look me up in the members section on flight circle.

Lincoln Park (N07) (<http://n07.org/pilotinfo.shtml>) is 53 nm North of Lakewood (N07) and 5NM North of Essex Co. (CDW-Caldwell) airport. Lincoln Park does have an ASOS on freq. 123.00 (3 Clicks). Please review the Chart Supplements formerly known as the Airport/Facility Directory for Lincoln Park (N07). Runway 01 has a lengthy displaced threshold of 840 feet leaving you with 2,100 feet.

**What are you looking at? A pre-flight checkup (Part 2)** by Dan Coles

Now that you have taken care of preparing for the flight, as was discussed last month, it is time to head over to the aircraft. The first step here is to secure the aircraft's checklist and fuel test container then begin working down the list.

After removing the cover, take a minute to carefully fold it before inserting it into the storage area. Rolling it into a ball or simply throwing it into the cavity, hastens damage to the fabric, snaps and zippers.

*Continued on next page*



There have been times when I was flying early in the morning I found the cover wet with dew. Instead of putting it in the baggage compartment I hung it to dry over by the blue box that we use to keep our oil in. Upon returning from the flight the cover is dry and a lot more pleasant to put on than a wet soggy mess I would be pulling out of the baggage compartment.

After removing the cowl plugs and the pitot tube cover, take a moment to link the two together. Some members literally tie the pitot cover to the plug cover strap making it easier to find when you are securing the plane at the end of the flight. The club has purchased a countless number of pitot covers over the years so please make an effort to keep track of it when you remove it.

In some of our aircraft, we have a kneeling pad that is of great value when doing the pre-flight check on a low wing aircraft. If this is the case, consider employing it when removing the tie-down ropes, checking tires and taking the fuel samples. When you are finished and have everything properly stored, lock the baggage compartment door.

Now here is where things can go terribly wrong because of bad assumptions. You may recall that during the checkout you noticed that this plane flew earlier in the day or only a few days ago and the PIC didn't have any problems. Also, there are no notes on the squawk board. What possibly could be wrong with this aircraft? In reality, a whole lot can go wrong and the results could be devastating.

You then should ask yourself, am I going to really pre-flight this aircraft with an approved check list or rely on my memory? If you are relying on your memory, you are bound to forget something and that could lead to a damaged aircraft. Not being professional about the pre-flight could cause you to miss something and that something could show up when you least expect it, or even worse when you least want it to. Remember, professional commercial pilots use check lists, they are not an option but a necessity!

**What's Next: The New Student Pilot License by Neil Wilson CFI, CFII, MEI, Gold Seal**

One change in the FAA training rules that impacts new student pilots who are about to reach the point in their training when they will begin to solo, is the fact that they must not only obtain a medical certificate but also apply on line for a student pilot's license.

The medical license and the student pilot license are two different documents and are acquired through two different web sites.



To obtain the license, you must start by registering with the FAA by going to <https://iacra.faa.gov/IACRA/default.aspx>. During the registration process, the site will guide you to the form that is keyed to the student pilot registration. To complete the form, you must have your instructor with you and have a valid driver's license or a USA Passport. Simply follow the sequential process, both the student and CFI must log in to sign the form.

About seven days later, you will receive an e-mail stating that your license is available. You will be directed to go to your log in page and will see a green button. Click on it and the temporary student license will appear. At this point, you will be able to print out the license and are ready to go! But, keep in mind, that this is only a temporary permit, you will receive a permanent student pilot license in about 3 to 6 weeks. The permanent student pilot license will look like a credit card and also not have an expiration date on it. Remember that your instructor still must sign you off in your log book every 90 days to continue soloing.

**A LESSON FOR A DAY by Parvez Dara, MD, ATP, MCFII, Gold Seal.**

It dawned upon me the other day as things are wont to when the mind stops and goes "huh?" You examine the surroundings and wonder, "really?" One of those moments when you feel compelled to be in complete opposition to what you had imagined. The gentlemen of considerable means who claimed to have accrued about 500 hours in flight and 450 of those in a four banger had found himself for the past 50 hours in a turbocharged 6 cylinder perfectly beautiful and sound aircraft. The smell of the upholstery still wafted in silence bringing with a comfortable sense of newness and performance.

As he taxied to "Line up and wait." Something was amiss. Yet he and I both persevered in our thoughts of better flight to come. Shattered easily by the slipping nose wheel as the throttle was advanced. I pushed the right rudder a bit and felt the resistance from his feet, locked in a state of motionless silence. He must have felt it, for he looked over at me with a quizzical look. We broke the surely bonds of the earth and the aircraft was free to climb and as it did, it started to feel the push of the slight cross in the wind.

We did simple maneuvers that he seemed to muddle through. As the light faded and twilight fell upon heavily on the earth below another strange thought occurred to me. "I wonder if he is night current?" But before that, I had to figure out if his Instrument ticket was the real thing. Apparently on his FAA card, I had noticed he was rated. So I told him to track to a designated VOR nearby and hold on the published hold. The 530 and 430 kept us both informed about our position, yet on tuning the VOR and following the CDI to the designated point, he seemed perfectly helpless in the exercise. Forget about holding, I thought, let's check his spatial orientation. I gave him headings to all four quadrants around the VOR and asked him to track towards it. The tracking was more of a fishing expedition. Out of the four attempts he fared poorly at 0%.

One cannot give up. I figured at least let us get some night currency in. As he keyed in the ATIS and communicated with the tower, I noticed he had dropped down in his altitude over hills that seem to climb up to 1800 feet to kiss the clouds. He managed to drift along the valley between the peaks that would set him up for a long final for Runway 29 as instructed by the tower. 5 miles out, he decreased the power and as heavier turbocharged do, we lost altitude, The VASI was visible 3 miles out as they turned red on red, I had no intention of being "dead" (as per the Kings). I pushed the throttle to add thrust, so we and that perfectly beautiful aircraft didn't get mangled up with the bramble bushes. Our hapless pilot, three-pronged the plane onto the tarmac and it bounced three times requiring some gentle back pressure to prevent any damage. The roll ended up to the departure end of a 6000 foot runway. He taxied off erupting in, from what appeared to be bottled, or canned, if you prefer, a flurry of excuses; tired, personal issues and fraught with anxiety. Some were real and some I couldn't tell. So I asked him why had he decided in the middle of such mental turmoil and agitated state of being, to go for a flight review?

He said, he felt free when flying, from all the devils that had surrounded him in the real world. It was an escape. Hmm... I thought and then as gently as I could say, "Flying an aircraft requires professionalism, a unified focus with disciplined thought process, a reliance on an experiential reference and as complete as possible elimination of extraneous information. Flying is no joke. It is not like riding a bicycle or for that matter driving a car. There are 3 dimensions and time to contend with and errors multiply at an alarming rate if a pilot is unfocused on task.



I did say to him as we parted company, "This beast of machine kills without mercy if it leads you by the nose. Either tame it and stay ahead of it and practice, practice, practice till your eyeballs hurt and you can control it like a bucking bronco or sell it to someone who can.

The next day he was sobered enough and apologized for his performance. We flew again for another 2 hours and made multiple landings. He earned his flight review with the performance but not the Instrument Proficiency. That is for another instructor for another day.

May he develop his abilities with ruthless dedication. Time it seems always manages to tell a story.

## **MAFC Rules and Regulations Part 5**

12. No person other than a MAFC BOT approved instructor may give flight instruction in MAFC aircraft. Member pilots may take a non-member instructor along as a passenger, but not log the time as instruction. No person other than an MAFC member may receive flight instruction in MAFC aircraft, except for

--A prospective member receiving a "demo flight" or "introductory lesson."

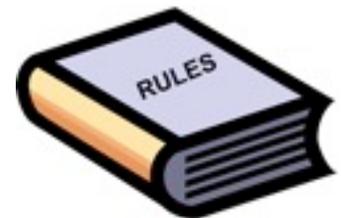
--A member of the immediate family of an MAFC member in accordance with a pilot helper course.

13. MAFC aircraft other than a C172 or C152 shall not be operated on unpaved fields. MAFC aircraft with wheel pants installed shall not be operated on unpaved fields. Student pilots: No student shall operate solo at unpaved fields.

Pilots must complete a soft field checkout before operating on unpaved fields. If soft field operations result in mud, dirt, or grass on the airplane then the pilot is responsible for washing it promptly.

14. MAFC aircraft may not take off except from an airport. In the case of an off-airport landing, the pilot must ensure that the aircraft is properly secured and guarded, and must notify the BOT. The Club will send a mechanic and Club officers to determine how best to retrieve the aircraft. MAFC aircraft shall not be operated over water beyond the power-off gliding distance to shore. Waivers can be granted. You need a good reason and appropriate survival gear.

16. Aerobatic flight is prohibited in MAFC aircraft. This includes intentional spins, intentional banks beyond 60 degrees, and intentional pitch excursions beyond 30 degrees up or down. Waivers can be granted for spin training to meet certification requirements.

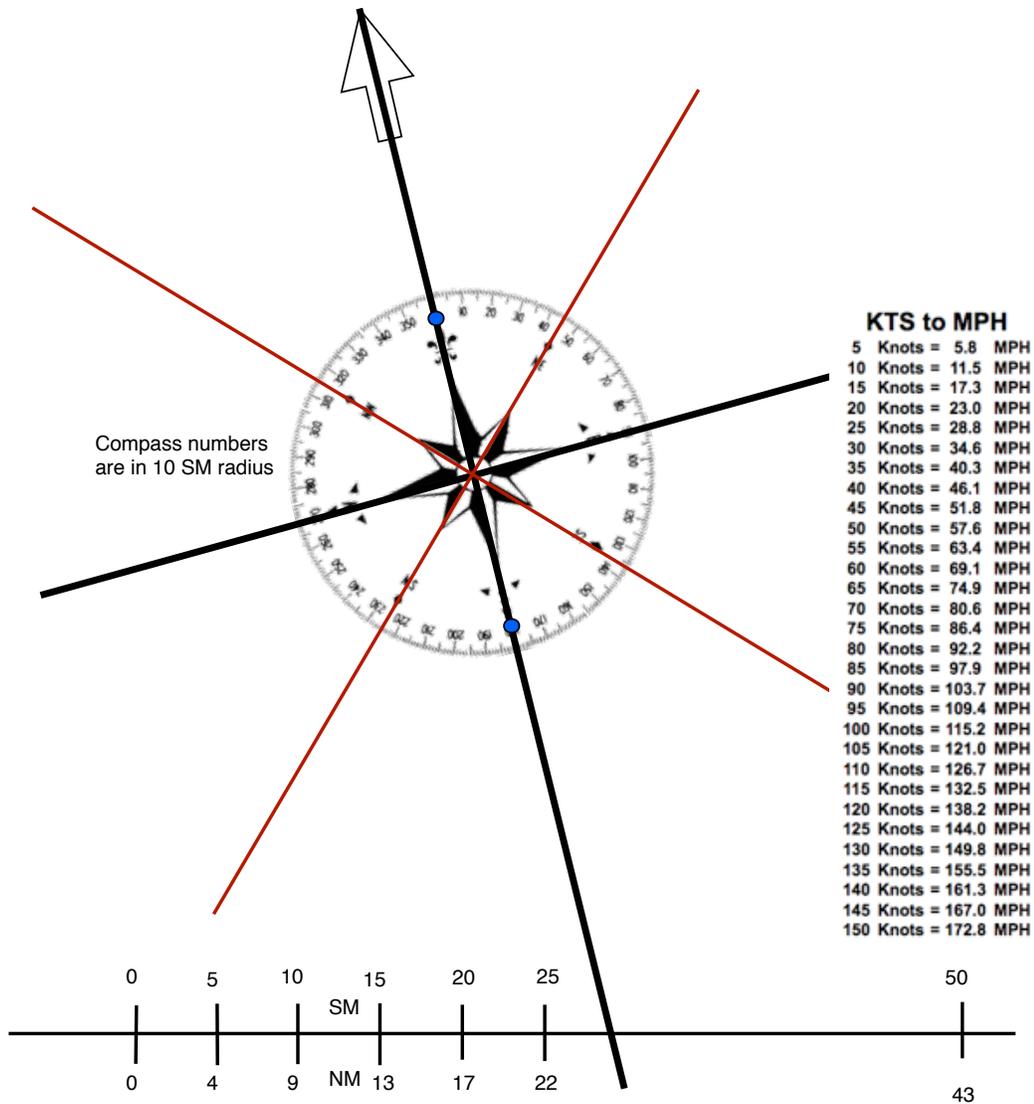


If you use paper sectionals, this handy reference tool might be helpful enough to fabricate and then carry in your flight bag. As a student pilot, it was sometimes difficult to juggle the chart and use a plotter while trying to fly, especially since there are no tables to spread your materials out on! Another problem encountered while in flight, was to attempt selecting a VOR radial accurately because the degree marking are sometimes obscured by overlapping data.

The solution to these problems was to create a clear plastic reference overlay on my computer. To do this I started with a compass rose then add extension lines every 45°. Then I marker the line pointing north with a large arrow head. The compass rose diameter was adjusted to a 10 NM radius scale that matched the scale on the sectional. By doing this, it provided a quick distance reference tool. Also, a SM to NM conversion scale was included on the sheet. This was handy since 4287Q's air speed indicator is marked in MPH.

The design was then printed on a clear sheet of 8 1/2" x 11" plastic that was printer compatible. But while this worked, it was too flimsy and deteriorated rather fast. So a second sheet was made then taken to the local Staples and laminated between two fairly stiff sheets of clear plastic.

With this tool in hand, all that I had to do was plopp the circle over the VOR, or along the flight path, orienting it north, and then could easily estimate a new magnetic direction and an approximate distance.



**NOTE: If anyone would like a full scale PDF copy of this overlay, just contact me via e-mail and it will be sent to you.**

[chas.burke@verizon.net](mailto:chas.burke@verizon.net)

**Spotlight on: Asher Leiser**

While I have always been fascinated by flying, I did not get started as a pilot until last summer. Prior to that point in time, all of my flying was work related so moving up to the cockpit was a major step. Initially, I began taking lessons at an airport in Farmingdale, Long Island but am now here at N12 flying a Cessna. However, I do have experience in a Piper 128 and so far I have accumulated about 40 hours. Can't wait for better weather to log even more time!

I was raised in Brooklyn New York and eventually earned a Bachelors Degree in science from Post University in Waterbury Ct. I have been married for seven years and have four children, two beautiful girls and two handsome boys. I started working in the nursing home industry about 10 years ago and currently manage 35 long term care facilities in 7 different states.

**Important Dates In Aviation for May**

May 3, 1952: British Overseas Airways Corporation, BOAC, begins service with the Comet 1 jetliner on a route between London and Johannesburg marking the type's first commercial flight.

May 7, 1968: Juan T. Trippe retires as head of Pan American World Airways after 41 years.

May 12, 1984: Air France puts the Airbus A310 into service on its route between Paris and Milan.

May 13, 1982: Braniff International Airlines ceased operations due to heavy financial losses.

May 17, 1950: Transcontinental & Western Airlines, TWA, changes its name to Trans World Airlines.

May 18, 1971: The U.S. supersonic airliner project is scrapped.

May 19, 1959: BOAC first Boeing 707-436 makes its first flight.

May 21, 1998: Cathay Pacific Airways takes delivery of the first Boeing 777-300.

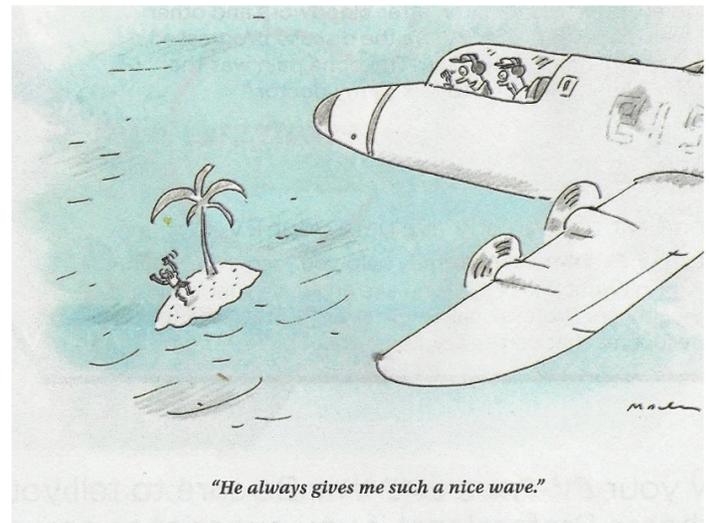
May 23, 1974: Air France puts the Airbus A300B2 into service.

May 24, 1982: British Airways retires the Boeing 707 from service.

May 27, 1960: BOAC opens its first 707 service between London and New York.

May 28, 1969: The British government withdraws from the Airbus program.

May 31, 1998: The first Boeing 757-300 is rolled out. The 757-300 is 24.33 feet longer than the 757-200 and is able to carry up to 289 passengers.



**Takeoffs are Optional, Landings are Mandatory**

